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Large Asst. of Superior Clothing Sed Quilta, Sinekets, Bugs, Canvas, Assuriment of Buriage, Twines, Bags and Gannies

FINE ASST. OF SADDLES, Buscked French Calfskins, Gunpowder, No. 12 Shot.

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Fice assortment of Claret, Champagne and Sparkling Hock, German Ale, Batarian Brown I Gin in cases, Gin in basices, Alcohol 92 per cent PIPES, HAVANA & GERMAN CIGARS Perfusery, Hair Oil and Soups, Brushes and Combs

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HAWAIIAN GAZETTE

AN INDEPENDENT JOURNAL, DEVOTED TO HAWAIIAN PROGRESS.

PUBLISHED AND EDITED BY HENRY M. WHITNEY. GEORGE H. DOLE, ASSOCIATE EDITOR.

> WEDNESDAY, JULY 4, 1877. A New Publication.

THE CRUISE OF THE "CHALLENGER."

One of the most interesting features in the investigations of modern science is the knowledge that has been obtained concerning the bed of the ocean. Ten years ago intile or nothing was known on the subject. But within a de-cale the spirit of logary has been so far manifested that in those oceans where deep sea explorations have been made we know almost as much of the conformation of the bottom of the deep blue ocean as the most traveled parts of the earth's surface. Investigation was attracted to this new field for scientists by soundings taken or the first ocean cables. The genius of man. which was equal to discovering that messages might be transmitted under oceans, also invented appliances to obtain an accurate knowledge of the bed in which the cable had to rest. dredging for cable purposes developed that the depths of ocean were us alive with animal life as motes in a sunbeam; that old Neptune had his fanna, as well as mother earth. The great interest manifested by scientific men in Great Britain on the new developments from the dark and stormy deep, induced the Govern-ment of that country in 1868 to place Her Majesty's steamer Lightning at the disposal of the Royal Society for a systematic examination of the ocean's depths off the coast of England. The result of six weeks work in the Lightning was so satisfactory that the following year the Society was successful in securing another Goverument vessel, the Porcupine, for a longer Soundings were made that year off the cruise. coast of Ireland to a depth of 1,500 fathous. In 1870 the Porcupine was again employed on this service, and a series of soundings were made in the Atlantic Ocean off the coast of

These investigations by men of science in Europe deeply interested Professor Agassiz and other learned men of this country. In 1871. the Navy Department, with the consent of Congress, equipped the Hassler expedition, placing it under the charge of the late Professor Agussiz for the purpose of exploring the Atlantic and Pacific Oceans and the length of both the American Continents. The Hassler left Boston on December 4, 1871, soundings were taken at intervals along the shores of both continents to Patagonia, in addition to other explorations, the Straits of Magellan and else-Deep sea dredgings and explorations continued up the whole coast on the Pacific side until the Hassler arrived in the Bay of San Francisco in August, 1872.

Francisco in August, 1872.

The success of the Hassler expedition induced a spirit of emulation in the British Government which led to the fitting out of a vessel for a three or four years' cruise around the world, to continue the deep sea dredgings, and make other explorations. The corvette (Chillicent expended of 20th tons was salested.) Challenger, a vessel of 2,000 tons, was selected for this purpose. The usual armament of the vessel was removed, excepting two 64-pound guns, to make room for the necessary scientific apparatus. Equipped with the improved appliances for the voyage of deep-sea exploration and discovery, the Challenger sailed from Portsmouth, England, December 21, 1871. Captain Sir G. J. Nuers, who was alterward placed in charge of the Polar expedition was chief in command of the naval department, while Pro-fessor Wyville Thompson was at the head of the scientific staff. The book before us, by W. S. S. Spry of the Engineer Department, is a record of this eventful voyage. The vessel during her absence from England of three years and six months traversed a total distance of 68 890 miles. All parts of the world were visited. Dredgings were made in the North Atlantic from Port Royal to the Bermudas and on to British North America. It is unnecessary to follow the route taken by the expedition. But suffice it to say that the Challenger took dredgings in all the oceans except the Arctic, visited Brazil. Australia, the Sandwich Islands, China and Japan, and accomplished almost as much as three journeys round the world. Mr. Spry deals only with the record of the cruise, and a description of the many lands and climes visited. The scientific results of this useful voyage he eaves to the pens of the gentlemen at the beac of the respective scientific departments. Mr. Spry possesses facile powers of description. He is besides a close observer, and has produced a very readable book of travel. Nowhere does he grow prolix, and we have some charming sketch es of places and people visited. Mr. Spry thus pictures the manner in which deep sea or ocean

"It has been found that in all deep soundings it is absolutely necessary to use steam power. No trustworthy results can be obtained from a ship under sail as even in the calmost weather the are upset, the time intervals being the only means of telling when the lead has reached the

The first thing therefore to be done is to shorten and furl all sail, and bring the ship head Wall Paper and Border water. The operation of dredging is carried on from the main yard, the dredge rope being rove through an iron block attached to the "accumu-

> The accumulator is secured to the masthead by means of a long pendant, and hauled out, or eased in, by a tackle at the end of the yard, as may be required. The dredge or trawl being ready to go over, is triced up clear of the platform and hauled out by the tackle until well clear of the vessel's side; the rope is then let go and allowed to run out treely, the ship steaming slowly ahead; from 2) to 3 hours are usually required to sink the dredge in this manner, when the depth is about 2,500. When it is once vessel is allowed to drift or steams slowly on for some hours, the accumulator illustrating by the expansion and contraction how the dredge is being dragged over the inequalities of the bottom. Should it foul anything, the strain of the vessel immediately stretches the accumulators to their utmost, the line is at once eased out to prevent carrying away, and various plans are tried to release it. If all turns out favoraare tried to release it. If all turns out favora-bly, when it has been on the bottom a sufficient time, the rope is brought to the deck-engine and the dredge hove up. When it appears above the surface, there is usually great excitement among the "Philos" who are even on the alert with forceps, bottles and jars, to secure the un-wary creatures who may by chance have found their way into the net. Such a sight when it is really toboard; here we have no lack of wonderful things, strange-looking fish, delicate alcyona-

tian zoophyites, sea urchins, star fish, besides shell, mad, etc. It may here be mentioned that in 1874 the United States steamship Tuscarora was assigned to duty similar to that performed by the Challenger. Dredgings were made of the bot-tom of the ocean between Australia and the Sandwich Islands, and elsewhere on the Northera and Southern Pacific. The object was to obtain accurate information concerning these hidden depths previous to laying the cable which is to complete l'ack's magic circle round

The Challenger touched at Humbolt Bay,

New Guines, and the author thus depicts the scene and the wonder of the natives : "The next moreing at daylight showed that we were in a most interesting and beautiful bay. were in a most interesting and beautiful bay. The ship was sourrounded by about a hundred canoes, each manned by a half-dozen savages armed with tows, arrows, spears and hatchets. It was decided to shift our position for one further up the bay; and as the screw made its first revolution, the astonished natives pointed their arrows at it, as if they expected some enemy to rise from the foaming waters. Blowly we ateamed on our way, followed by all canoes on the starboard and port sides, doing their atmost to keep pace with us. to keep pace with us.

At this moment the scene before us was the guano cut tings 30 laborers were buried by the At this moment the scene before as was the most novel and impressive of all that had been witnessed in the course of the expedition. Above a murky sky swept by a morning breeze, in the background the hilly shores of the bay covered with the most luxurant folinge, the trees crowding down to the water's edge, and dipping their bonghs into the white breakers; around us a moving mass of dark brown figures some decked with leaves, flowers, and bird's feathers, others in enormous frizzed wige and all the several leaves of was relief. most novel and impressive of all that had been falling earth. feathers, others in enormous frizzed wigs and all the savage glory of war-paint, breast-plates, hows and arrows, all joining in a monotonus chant in unison with the sound of the conch shell, in the center the Challenger, at tion, was nearly sixty feet in height. Many vestion, this moment the only representative of West-ern civilization in these rarely visited regions, on board. At Mercellones the tidal wave was 65 a period of two thousand years separating us feet in height. Two-thirds of the town is com-

The book is full of such picture of strange of the town. A mine called La lands and extraordinary phenomena. It is made the more entertaining from the abundance of smothering 200 workmen, 40 of whom were Corplates copied from photographs taken during the mish miners. Cabija, the principal town on the voyage .- S. F. Bulletin

The Russian Empire.

ITS EXTENT, POPULATION AND ARMY.

It is calculated that the empire of the Czar extends over one-seventh of the land surface of the globe and represents about one-twenty-sixty country. The nearest estimate, because it was 8,404,767 square miles. It is divided into two sections, the European and Asiatic, the former having an area of about 86,030 square miles, and a population of 63,658,934. This does not inude either the kingdom of Poland, the grand of Finland or the Caucassian provinces. The population of Russian Poland is 5.795,607 and its area 2,216 square miles. Finland has 1,843,245 inhabitants and an area of 6,835 square miles, and the Caucasus 4,661 824 inhabitants and is 7,938 square miles in area. Russia in Asia has an estimated population of 6 302,412, but these nhabitants belong chiefly to the Nomadic tribes.

The population of Russia is divided into three great groups, besides a variety of national elesents intermixed in the general mass of the inbabitants. The Great Russians, or Veliko Russ, number 35 000 000 and occupy the provinces The Little Russians, or Malo Russ, number about 11,000,000 and form the bulk of the population in Pultava, Kharkof, Chernigof, Kief, Volbynia, Podolsk, Ekaterinoslaf and the Lag-The white Russians, about 3.000.000 in rida. number, are found in Montlef, Minsk, Vitebsk With these groups are the Finns, 3, 038.000 ; Lithuanians, 2 343 000 ; Jews, 1.631. 000; Tartars, 2 500,000; Slavonians in Poland an Lithuania, about 7,000,000, and Armenians,

From the above described population is drawn the regular army of the Russian empire. The armed force of Russia is composed of an active and a territorial army. The first is divided into the land and marine forces. The land force comprises the regular troops anually recruited throughout the country; the regulars intended to complete the stength of the army to a war footing and composed of men on leave; the irregular troops, such as the Cossacks and the troops

composed of foreign elements. The territorial army is formed by all the male nhabitants of the empire, between the ages of twenty and forty, who are fit for military service and not already enrolled in the active or regular army. By a law of January 13, 1874, the military service is rendered obligatory on all Russian subjects, except in some of the most isolated districts of Siberia, Turkestan and the transcaucasian territory. Emeptions are, however, made in certain professions, such as clergymen, doctors, etc. The duration of service in pean Russian is fixed at fifteen years—that is, six years in the active army and nine in the re-In Asiatic Russia the term or service is imited to ten years, seven of which are spent in | COLLECTOR SHANNON SUSTAINED --- WHAT the active army and three in the reserves.

Earthquake and Tidal Wave.

DETAILS OF THE LATE DISASTER AND DESTRUC-TION IN SOUTH AMERICA.

SIX HUNDRED LIVES LOST AND MANY IMPOR-TANT TOWNS LEVELED TO THE GROUND, GUANO OPERATIONS INDEFINITELY SUSPENDED.

DESTRUCTION OF IQUIQUE-TERRIBLE SCENES.

New York, June 11th.-The Star and Herald of Panama, received to-day, has details of the disasters and destruction caused on the South Pacific Coast by the earthquake and tidal wave of May 9th, The towns of Arica, Iquique, Ponta, struction was confined mostly to the coast, albeen swept away. The destruction of and damage to shipping have been very great, and was

attended by very serious loss of life. to wind; but without forcing her through the jured. At Arica the people were preparing temwere very nomerous, and caused immense da-mage. The sea was suddenly perceived to recede from the beach, and a wave from ten to fif-teen feet high rolled upon the shore, carrying all before it. Eight times was repeated this assault of the ocean, and four miles of the embinkment of the railway melted away like sand. Locomorabbish. stranded in 1868, was lifted bodily and floated two miles north of her old station. A cable buoy down, which is easily found by experience, the was moved a quarter of a mile northward. Merchandise from the Custom house and stores were carried away five miles distant. The damage done was greater than of thee culamity of 1868. It has leveled the Custom-house, railway station, submarine cable office, hotel, British Consulate, steamship agency, and many private dwellings. The people passed the night on the hills. Thieves began to rob, when the troops fired upon them,

killing and wounded several. DESTRUCTION OF IQUIQUE. Iquique was built of wood and tumbled down at the first onset. Lamps were broken and the burning oil spreading over the debris, started a general conflagaration. Three companies of fire-men were instantly at their posts, although it was difficult to maintain an upright position, shock following shock with dreadful regularity. To procure water the two best fire engines were stationed at the beach. Just then the cry arose: · The sea!" and the waves rushed in; the gines were carried away by the reflux and the fire continued unsuppressed. Three elements of destruction at one moment; fire, water and the garded as unrefined within the meaning of the earthquake. The affrighted people left the city to its fate, flying to the neighboring eminences. The fire destroyed a large portion of the town, the earthquake levelled nearly all the rest, and the wate covers ruins which it took out in its reflux. The water condensers along the shore are ruined. Nearly four hundred thousand quintals of nitrate at Iquique and the adjacent ports of Molle and Pissqua were destroyed. A small loss of life took place—probably ten persons in all. Coasing crafts and small boats in the harbor were broken to pieces away up on the pam-

Balactian coast, has lost three-fourths of its

RELIEF FOR THE SUFFRIERS. As soon as this lumentable intelligence reached Lima, the Government chartered a steamer and organizing a relief commission, loaded a vessel with provisions clothing, etc., together with 50 000 gailons of water and dispatched her on the 16th for the South. 100,000 soles in silver coin of its entire superficial area. It is difficult to ar-nive at the true area of Russia, on account of the among the unfortunates by a commission of enobstacles that present themselves to the making of a general survey of such an immense extent of been urged by the Government to recommend the rebuilding of the rained towns on sites deemed the most accurate, was made in 1874, which may offer greater security and more re-whereby the area of the empire was set down at stance of a similar calamity to the position occu-Subscriptions are being made at Lima and Callao for the relief of the distressed. northern ports of Pern are damaged but little though the sea was running remarkably high.

houses.

THE SHOCK AT SEA. The captain of the steamer John Elder reports that when 23 miles west of Antafagosta, going at fall speed his ship was completely stopped by he shock of the earthquake, and she re almost stationary for five minutes. The passengers believing she had struck on a reef, soundings were taken immediately, but no bottom was found.

THE SOUTH AMERICAN KARTQUAKE-ACCOUNT OF A CAPTAIN WHOSE VESSEL WAS SUNE.

New York, June 13th - Captain Charles Mac Leon of the ship Geneva, sunk at Hoanillos in the great earthquake on the Pacific coast on the 9th ultimo, has arrived. He says his ship be-came entangled with others as they tossed wildly about crashing each other, sinking almost imnediately in fifteen fathoms of water. first alarm he came up from between decks. It was about 8:30 r. m. There had been several shocks in the previous twenty days, but he had completed his cargo of guano, and expected to sail next morning. Aside from the frightful rumbling sound his attention was arrested by the extraordinary phenomenon of the mountain above being so much agitated that great rocks became detached and rolled down towards the sea resembling bails of fire. The water at the anchorage suddenly receded so that ships in eight fathoms touched bottom. The Geneva too swung round at the rate of eight or ten koots an hour in a great circle, until she struck against a rock, which tore out a part of her bottom and the ship was forced violently, in the opposite di-rection and went down. Other vessels were as violently driven ashore. The captain says it seemed to him, from the sulphurous or electrical appearance of the mountain. that a volcano was bursting out of its sides. Rocks were tumbling about with frightful noise, and everything was lighted up. He thinks the damage to the shipping was caused not so much by the tidal wave as by the upward rash of water and rotary current driving the ships repeatedly against other.

Sugar Refinery Cases.

KIND OF SUGAR IS DUTIABLE.

Washington, June 5 .- The Secretary of the Treasury has addressed the following letter to the Collector of Customs at San Francisco, affirming the decision of the Collector in the case of the California Sugar Refinery. The Company claimed that certain sugar imported from Honolulu was entitled to free entry, under Article I of the Reciprocity Treaty be-tween the United States and the Hawaiian Islands. The Collector assessed the sugars and the firm appealed to Secy. Sherman, Treasury Department,

Washington, June 2, 1877. To the Collector of Customs at San Fran-

cisco, Cal. - Sir, - The Department has had under consideration your report of Dec. 2nd last, with accompanying documents, in relation to appeals of the California Sugar Re-Delabos, Isabelion, Depica, Chanavaya, Huanillos Copilla, Cobija, Mijillones, DeBoliva Antopagsta and Chanarabal are nearly destroyed.

About 600 lives were lost. The destruction at Papallon is estimated at \$20,000,000. The deentitled to free duty under Articl though the town of Tarapaca, twenty-three lea-gues inland, and the villages of Pocomattalla and and the Hawaiian Islands, ratified January cient to drift the ship in a very short time a considerable distance from the place where the lead was originally let go. It is thus impossible to obtain a paragraphic of that react and the Hawaiian Islands, ratified January 30, 1875, and the Act of August 15, 1876, runed. The shipping of guano from southern carrying that treaty into effect. By the terms obtain a paragraphic of that react and the Hawaiian Islands, ratified January 30, 1875, and the Hawaiian Islands, ratified January 30, 1875, and the Act of August 15, 1876, and the Hawaiian Islands, ratified January 30, 1875, and the Act of August 15, 1876, and the Hawaiian Islands, ratified January 30, 1875, obtain a perpendicular sounding; besides the cilities in the way of launches, chutes, wharves, time intervals between the 100 fathous marks water condensers, and buildings of all kinds, have and all other unrefined sugar the growth and manufacture or produce of the Hawaiian Is-lands, meaning thereby a grade of sugar here-At Mollendo the railway was torn up by the tofore commonly imported from the Hawaiian sea 300 feet, and at Ilo the railway was also in-San Francisco and Portland, Oregon, as Sandporary fortifications to repel the threatened as-sault of the rebel ram Hausear the moment when the roar of an earthquake was heard. The shocks -Is the sugar in question of the growth and manufacture of the Hawaiian Islands? Sec-ond—Is it unrefined sugar? Third—If so, is it a grade of sugar which was commonly imported from the Hawaiian Islands and known in the markets of San Francisco and Portland at the date of the adoption of the treaty as of the railway melted away like sand. Locomotives, cars and sail were hustled about like so many playthings, and left in a tumbled mass of and manufacture of the Hawaiian Islands. As many playthings, and left in a tumbled mass of rubbish. The United States steamer. Wateree, ito the second point, I have to state that upon submission of samples of these sugars to experts of customs at some of the principal ports there appears to be a difference of opinion among them as to whether the sugar can properly be regarded as unrefined. It appears

to be manufactured by what is known as the centrifugal process, and during the process of manufacture a jet of water was introduced so as to more fully clear it of its impurities. The rate of imported sugar is based mainly upon its color, by the duty, and standard. Schedule "G" of the revised statue imposes a duty of four per cent per pound on sugar above No. 20, Dutch standard, in color, and on all refined loaf, lump, crushed, powdered and granulated sugars. In the case of Barto, claimant of 85 sugars. hogsheads of sugar, appellant, against the United States (7 Peters, p. 404), it was held by the Supreme Court of the United States that the term "refined sugar" is to be construed as exclusively limited to such as has assumed at some time the form of white, refined, lump or loaf sugars. Applying that treaty and of the Act of Congress before men-tioned. Upon the third question, as to whe Upon the third question, as to whether this gra ade of sugar was at the time of the adoption of the treaty commonly imported into San Francisco and Portland and there known as Sandwich Island sugar, you report that the Appraiser states that sugar of the grade in question was not, prior to the adoption of treaty, commonly imported, although there had been few importations of it made into your port prior to the adoption of the treaty. bor were broken to pieces away up on the pampas, eleven miles from Iquique.

The splendid nitrate establishment, La Neuva Carolina, was completely destroyed. The sufferings of the people of Iqueque were intense. Absence of water and the destruction of the principal stores added to their hardship. It is estimated that the damage done in Iquique will amount to nearly \$4,000,000.

As opposed to this is a statement of twenty-one merchants, dealers in such sugar at San Francisco, to the effect that the sugar in question is of the grade commonly known and imported from the Sandwick Islands, and that at the time of the treaty it was known in the markets of San Francisco and Portland as Sandwich Island sugar. They fail to show, however, that the sugar, of as high a grade as the present, was commonly imported into San As opposed to this is a statement of twenty-one merchants, dealers in such sugar at San Francisco, to the effect that the sugar in ques-

Collector of Customs at Portland, for a report collector of Customs at Portland, for a report
upon this question, and he states that sugar
of the grade embraced in this appeal—that is,
augar above No. 20, Dutch standard—was not
commonly imported into Portland prior to the
adoption of the treaty. The reports of the
Appraiser at your port, and the Collector of
Appraiser at your port, and the Collector of Appraiser at your port, and the Collector of Customs at Portland, are therefore accepted STANDARD. as conclusive upon the question of fact as to the grade of sugar imported prior to the adop-tion of the treaty. And as these reports show that sugar of the grade embraced in this appeal was not commonly imported into those ports at that time, it follows that it is to be regarded as being not admirable free of duty under the treaty. Your assessment of duty having been made under the Dutch standard, accordance with schedule "G" of the revis

ed statutes, your decision is hereby affirmed. This decision will also apply to the following appeals which involve the same question : J. B. Merrill & Co., per D. C. Murray, Jany. 29, 1877; California Sugar Refinery, per American Lloyd, Dec. 7th, 1876; California Sugar Befinery, per Bonanza, Nov. 22, 1876. Respectfully, JNO. SHERMAN, Secy.

FLORIDA WATER. Murray & Lanman's Florida Water !

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